

BookletChart™

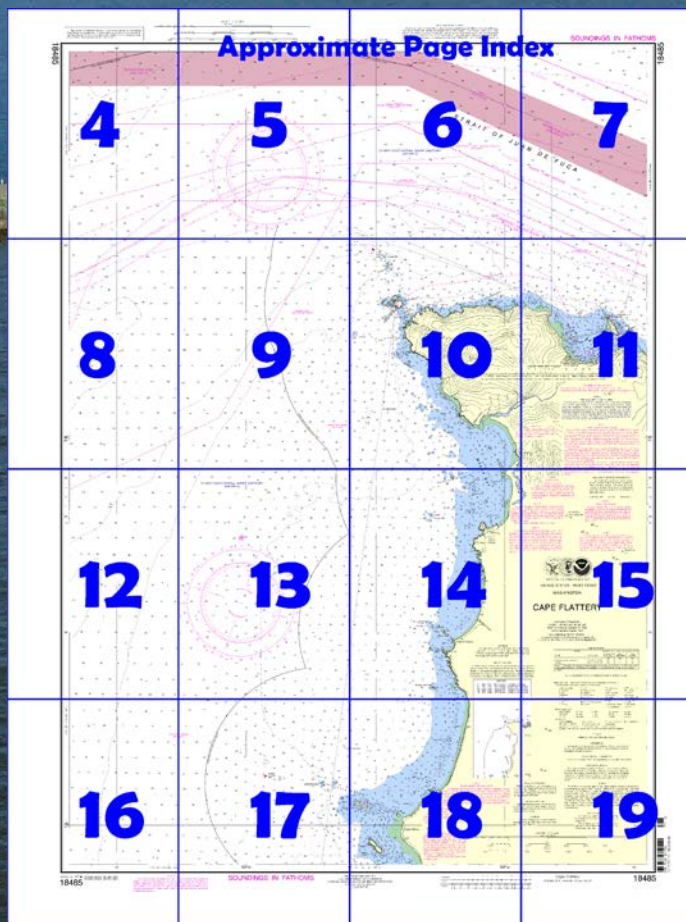
Cape Flattery NOAA Chart 18485



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18485>.



(Selected Excerpts from Coast Pilot)

Cape Alava, the westernmost point of the State of Washington, is 13 miles S of Cape Flattery. The seaward face is about 0.6 mile in extent. **Tskawahyah Island**, a steep rocky island, 142 feet high, is off its NW extremity. The shore is bordered by numerous rocks and covered ledges. **Flattery Rocks** and Umatilla Reef are rocks and islets extending W from Cape Alava for 2.3 miles. **Ozette Island**, 236 feet high, is 0.8 mile SW of the cape. The island, 0.5 mile long, is flat-

topped with steep sides. About 0.3 mile off the S and SE sides are low, black rocks. **Bodelteh Islands**, 1.2 miles WNW of the N end of Cape Alava, have high bold seaward faces. The outer one is 198 feet high. In season, a few fishermen find shelter in an anchorage off the SE end of Ozette Island. The area is small and requires local knowledge to enter. It affords fair protection from the prevailing NW wind.

Umatilla Reef, 2.3 miles NW of Cape Alava, the greatest danger to navigation off this section of the coast, is 0.7 mile W of the outer Bodelteh Island. It extends for 200 yards in a W direction and is about 75 yards wide. The reef consists of small, low, black rocks and some breakers. Umatilla Reef is difficult to make out, especially in weather.

Point of Arches, 5 miles NNE of Cape Alava, is the N point of the cliffs that extend some 1.5 miles S. Numerous rocks and ledges are offshore as far as about a mile.

Father and Son, two rocks connected by a low reef, lie 0.6 mile offshore abreast the S end of the cliffs. From the outer rock to Spike Rock there are several exposed rocks.

Spike Rock, 35 feet high, sharp and bare, is 0.8 mile NW of the Point of Arches. It is the outermost of a chain of rocks; there are three arches in these rocks. A rock that uncovers 5 feet is 0.3 mile WSW of Spike Rock.

Portage Head, 2.5 miles N of Point of Arches, has a mile-long seaward face of bold irregular cliffs. **Anderson Point** is at the N end of the cliffs. A reef extends from the point toward Cape Flattery for 1.5 miles showing several low, black rocks awash, and one small rock 45 feet high.

Cape Flattery is a bold, rocky head with cliffs. Numerous rocks and reefs border the cliffs E and S of the cape. Tide rips are particularly heavy off Cape Flattery.

Tatoosh Island, 0.4 mile NW of Cape Flattery, is about 0.2 mile in diameter, flat-topped, and bare. It is the largest of the group of rocks and reefs making out about 0.9 mile NW from the cape. The passage between Tatoosh Island and the cape is dangerous and constricted by two rocks awash near its center. Although sometimes used by local small craft, it cannot be recommended. The currents are strong and treacherous. Breakers may be in the area.

Cape Flattery Light (48°23'31"N., 124°44'13"W.), 165 feet above the water, is shown from a 57-foot white conical tower on a white sandstone dwelling on the W end of Tatoosh Island.

A rocky patch, covered 7½ fathoms, on which the sea breaks occasionally in a W swell, is 1.4 miles SW of the light.

Duncan Rock and **Duntze Rock**, the two principal dangers NNW of Tatoosh Island, are respectively, 1 - 1.3 miles from the light. Duncan Rock is small, low, and black; Duntze Rock is covered 2¾ fathoms. A lighted whistle buoy is 500 yards NW of Duntze Rock. Ledges and rocks constrict the passage between Duncan Rock and Tatoosh Island to less than 0.5 mile; strong currents and tide rips make it hazardous.

Neah Bay, about 5 miles E of Cape Flattery, is used extensively by small vessels as a harbor of refuge in foul weather. Its proximity to Cape Flattery and ease of access at any time make the anchorage very useful. It is protected from all but E weather.

The buildings of **Neah Bay Coast Guard Station**, 0.4 mile SW of Baada Point, are prominent from the entrance.

The entrance to the bay is between Waadah Island and Baada Point. A depth of 17 feet can be carried into the bay. Anchorage is in 20 to 35 feet, mud bottom.

The Indian village of **Neah Bay**, on the SW shore of the bay, is the site of considerable sport fishing.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Seattle

Commander
13th CG District
Seattle, WA

(206) 220-7001

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

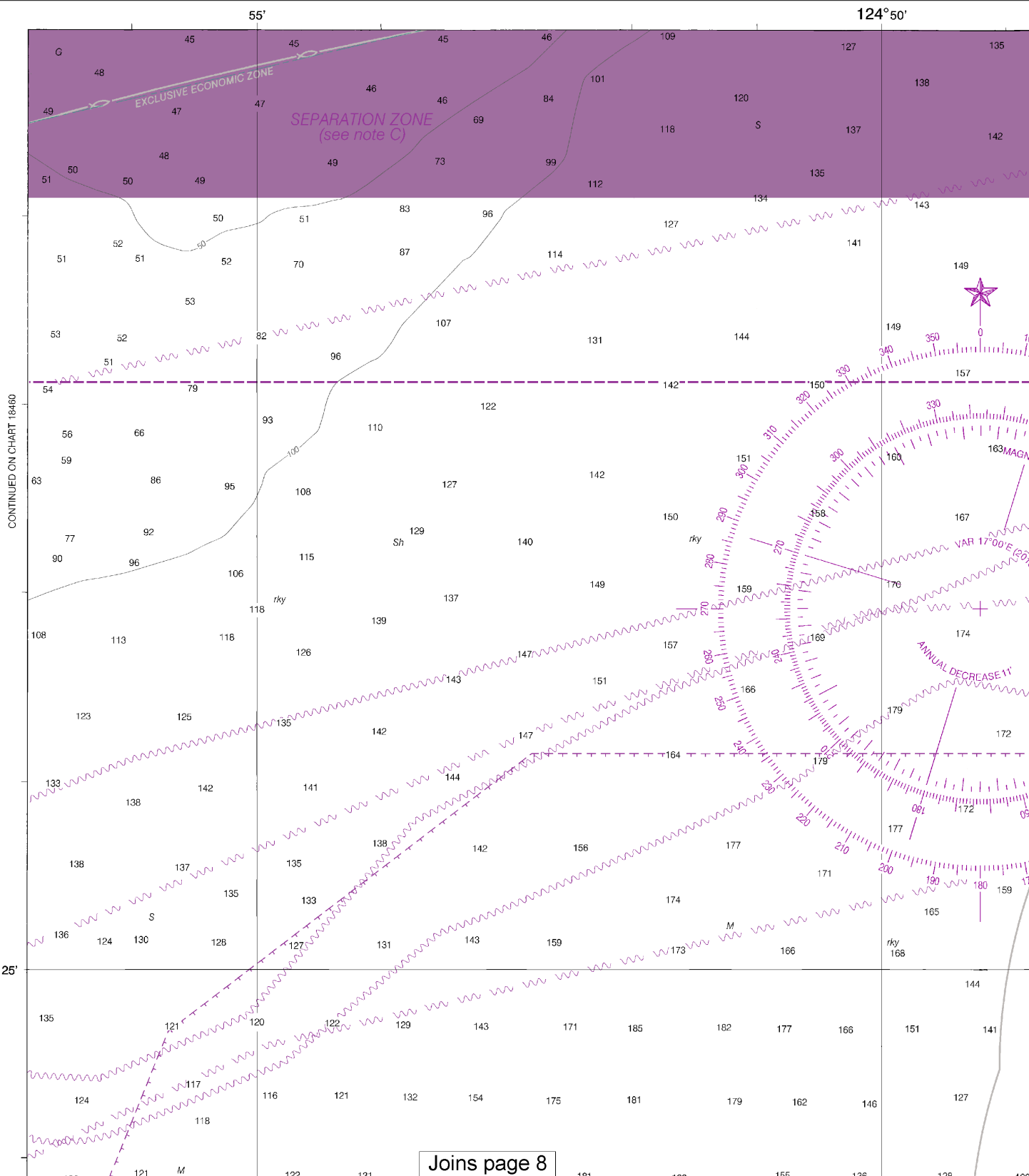
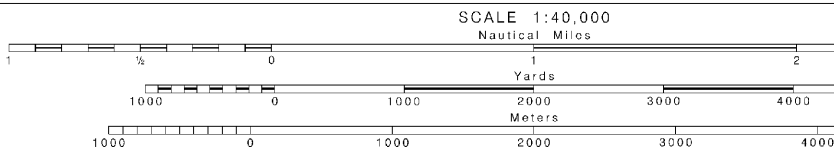


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

18485

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000

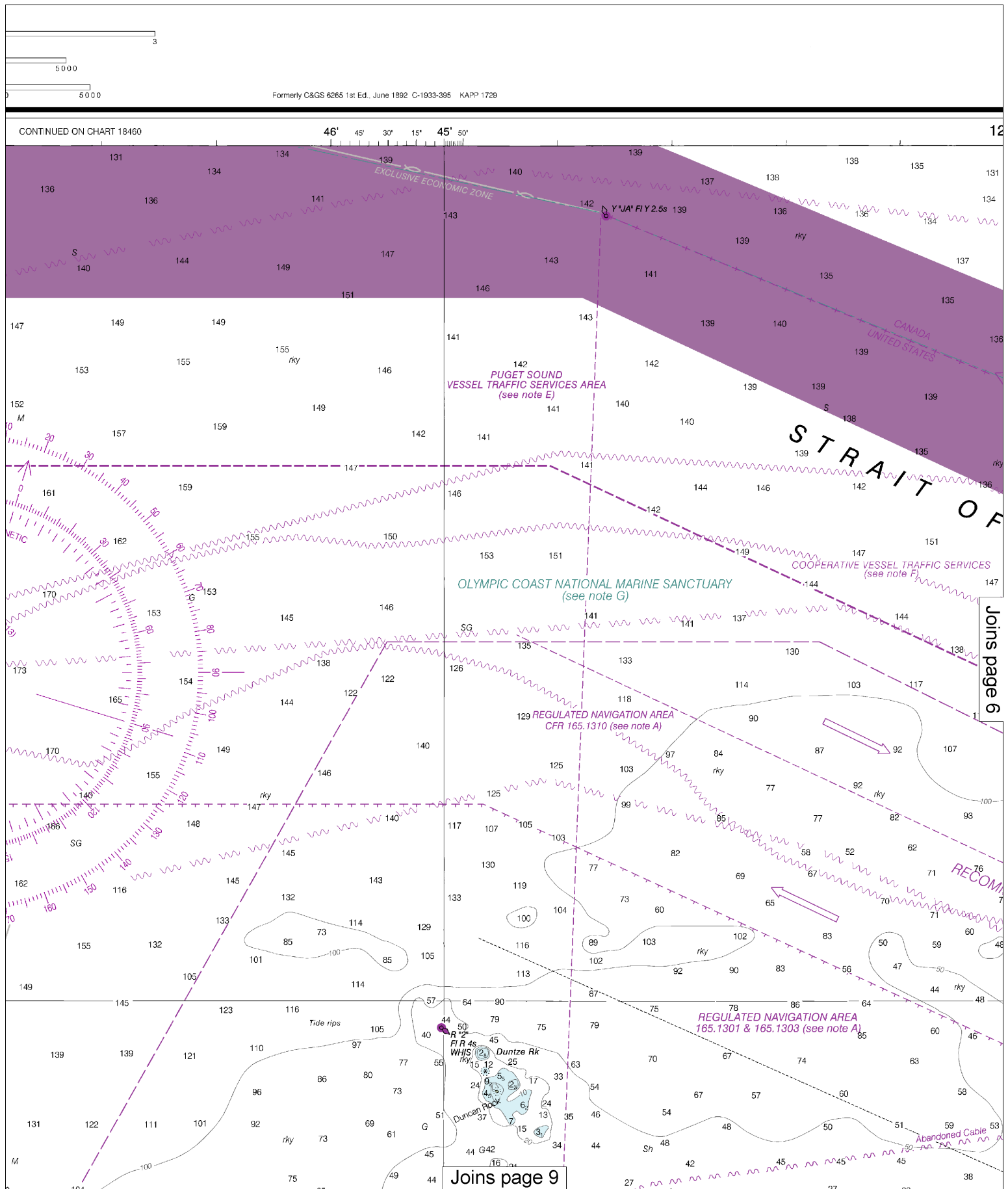
Nautical Miles

Yards

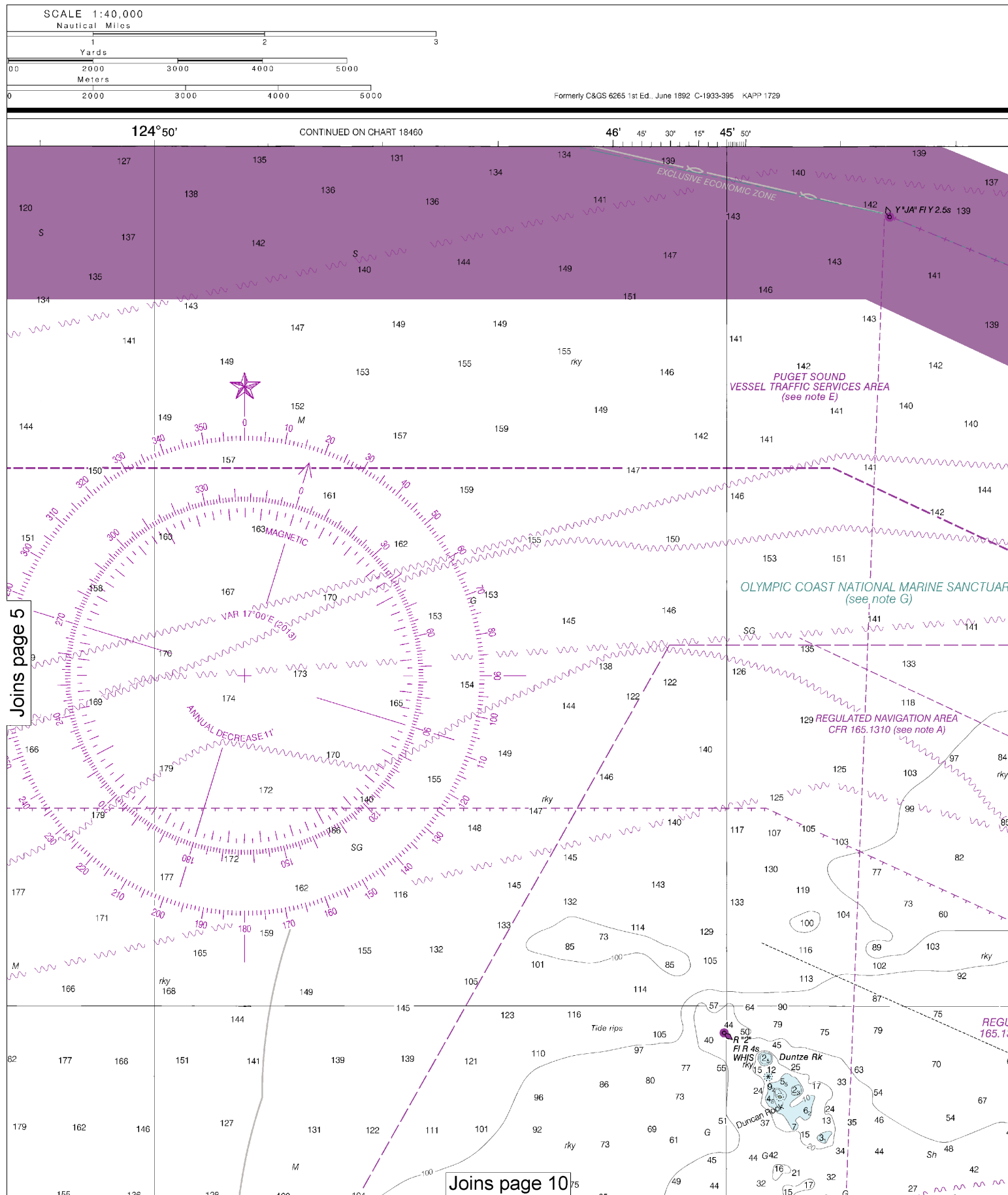
Meters

The scale bars show distances in Nautical Miles (0 to 3), Yards (0 to 5000), and Meters (0 to 5000).

See Note on page 5.



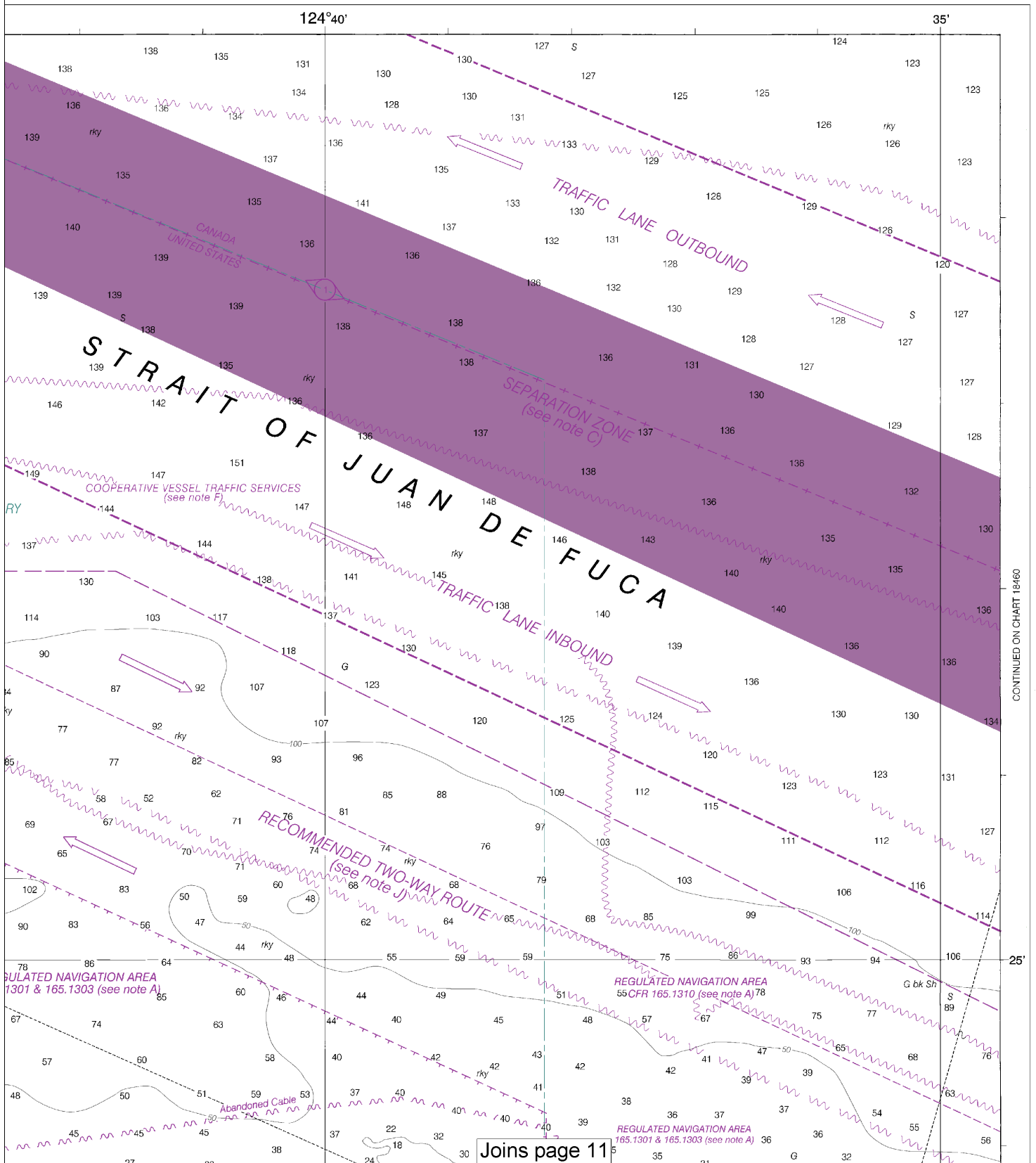
This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:53333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

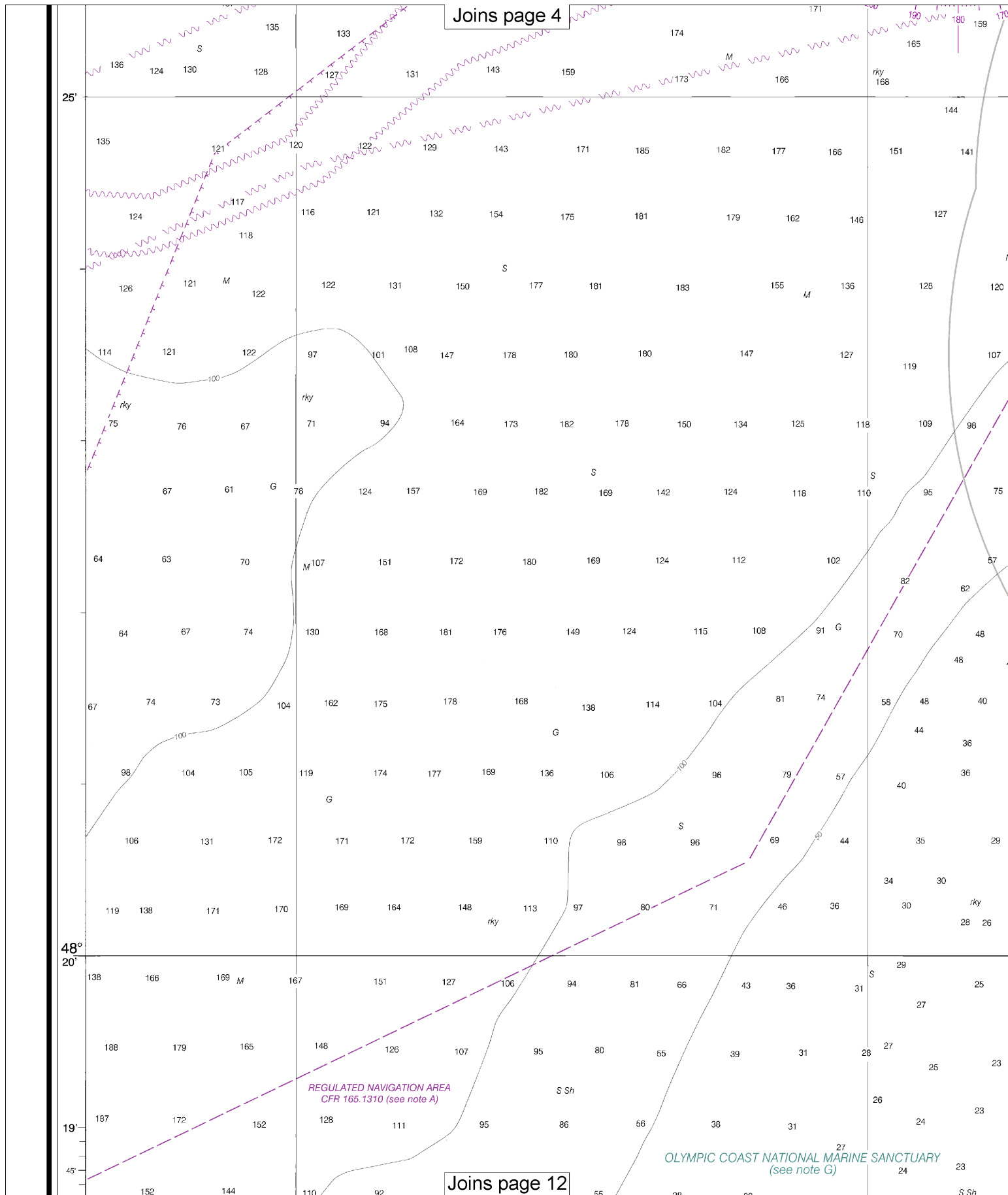
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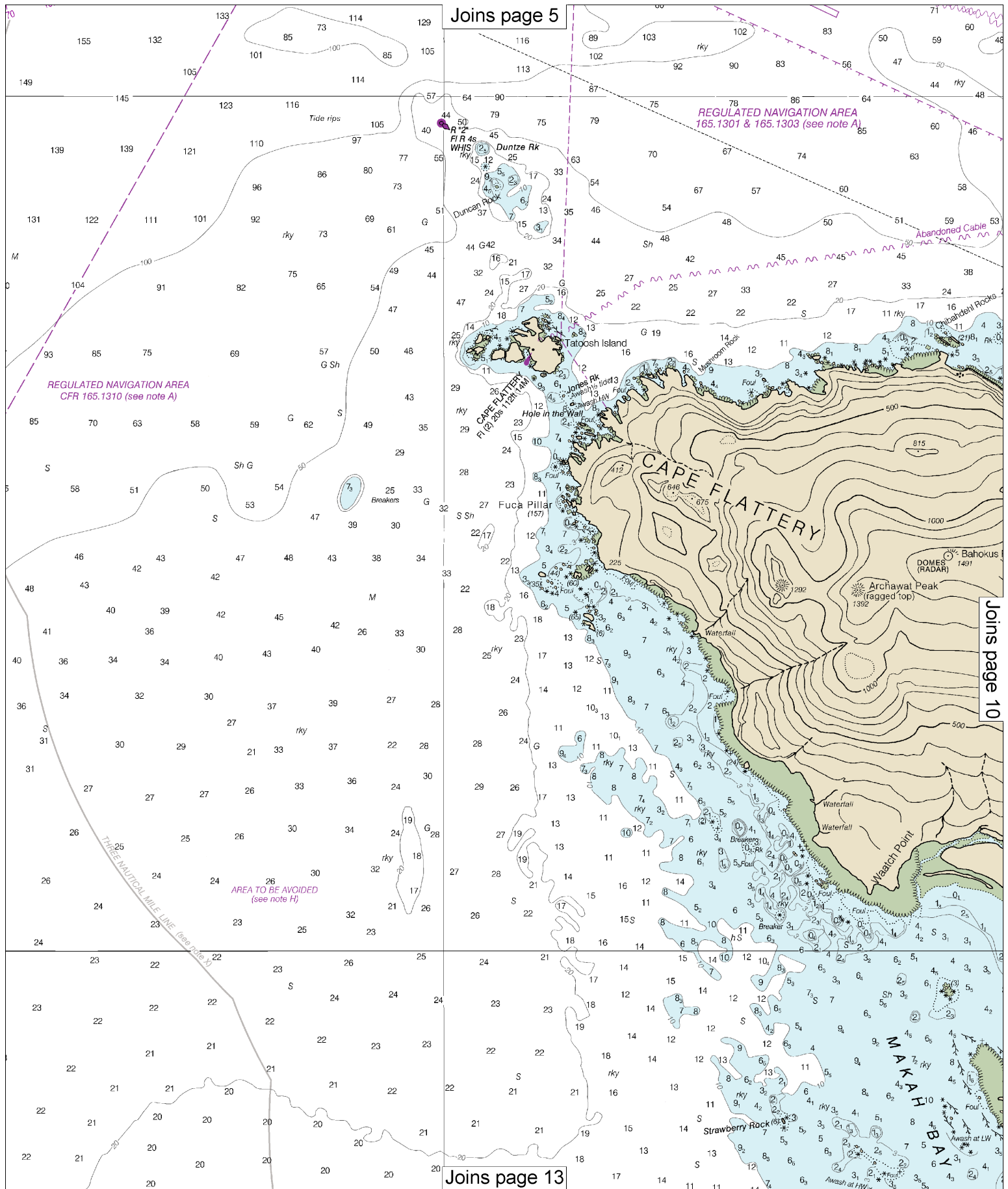


Joins page 11

Last Correction: 2/25/2016, Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0516 (5/27/2016)

7

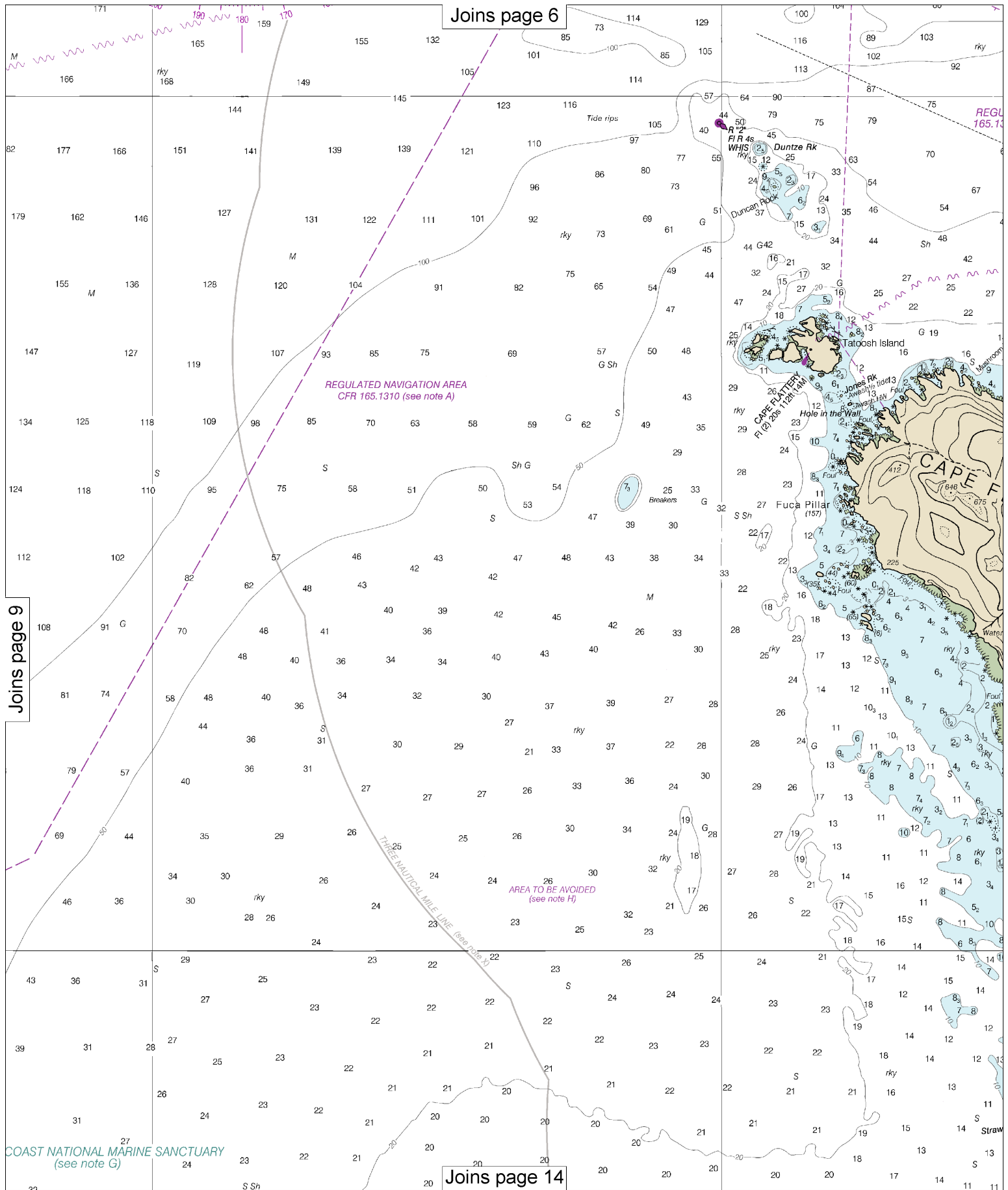




Joins page 5

Joins page 10

Joins page 13



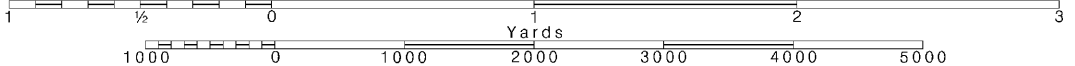
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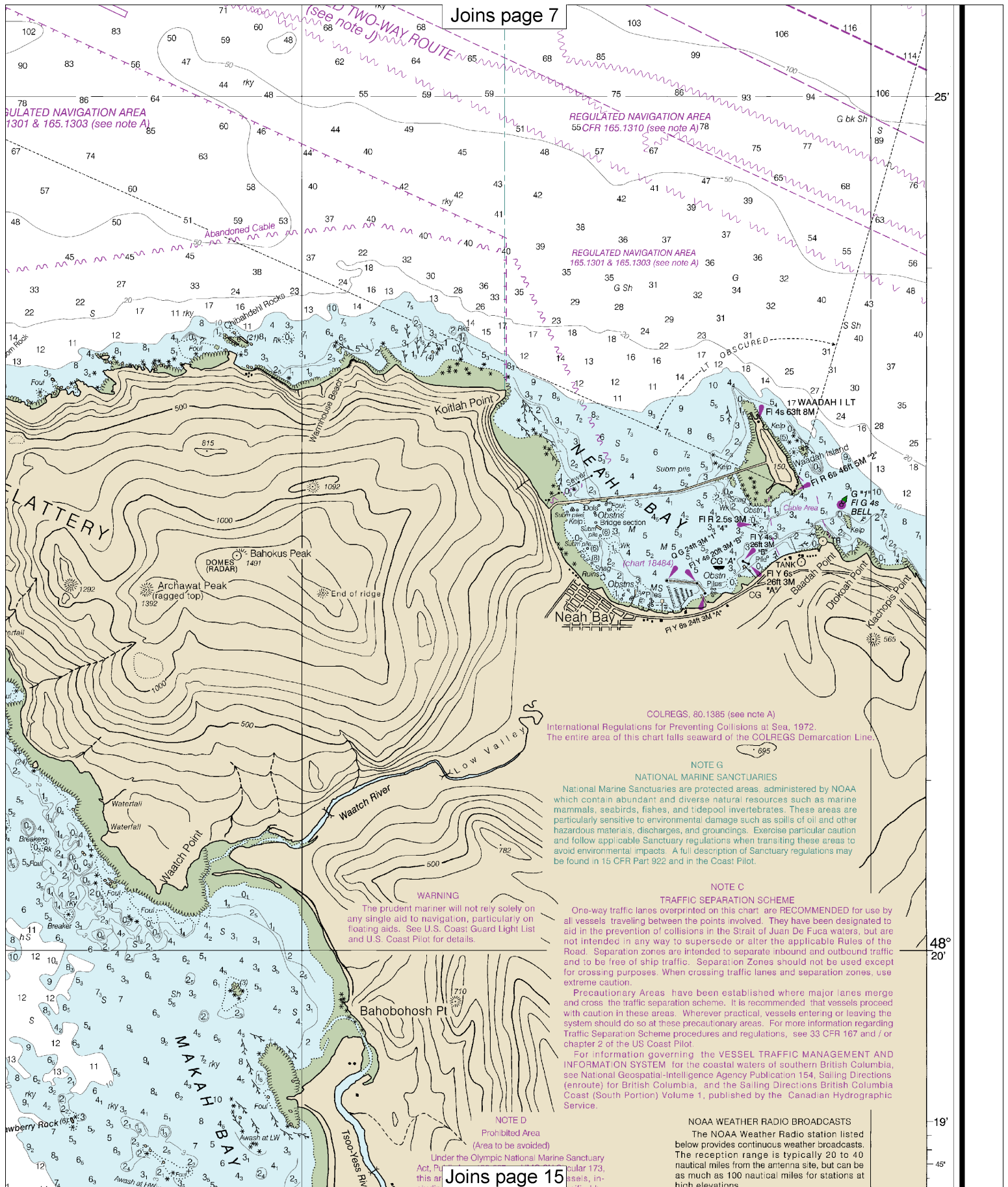
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 7

Joins page 15

COLREGS, 80.1385 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

**NOTE G
NATIONAL MARINE SANCTUARIES**

National Marine Sanctuaries are protected areas, administered by NOAA which contain abundant and diverse natural resources such as marine mammals, seabirds, fishes, and tidepool invertebrates. These areas are particularly sensitive to environmental damage such as spills of oil and other hazardous materials, discharges, and groundings. Exercise particular caution and follow applicable Sanctuary regulations when transiting these areas to avoid environmental impacts. A full description of Sanctuary regulations may be found in 15 CFR Part 922 and in the Coast Pilot.

NOTE C

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart, are RECOMMENDED for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions in the Strait of Juan De Fuca waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation Zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.

Precautionary Areas have been established where major lanes merge and cross the traffic separation scheme. It is recommended that vessels proceed with caution in these areas. Wherever practical, vessels entering or leaving the system should do so at these precautionary areas. For more information regarding Traffic Separation Scheme procedures and regulations, see 33 CFR 167 and / or chapter 2 of the US Coast Pilot.

For information governing the VESSEL TRAFFIC MANAGEMENT AND INFORMATION SYSTEM for the coastal waters of southern British Columbia, see National Geospatial-Intelligence Agency Publication 154, Sailing Directions (enroute) for British Columbia, and the Sailing Directions British Columbia Coast (South Portion) Volume 1, published by the Canadian Hydrographic Service.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

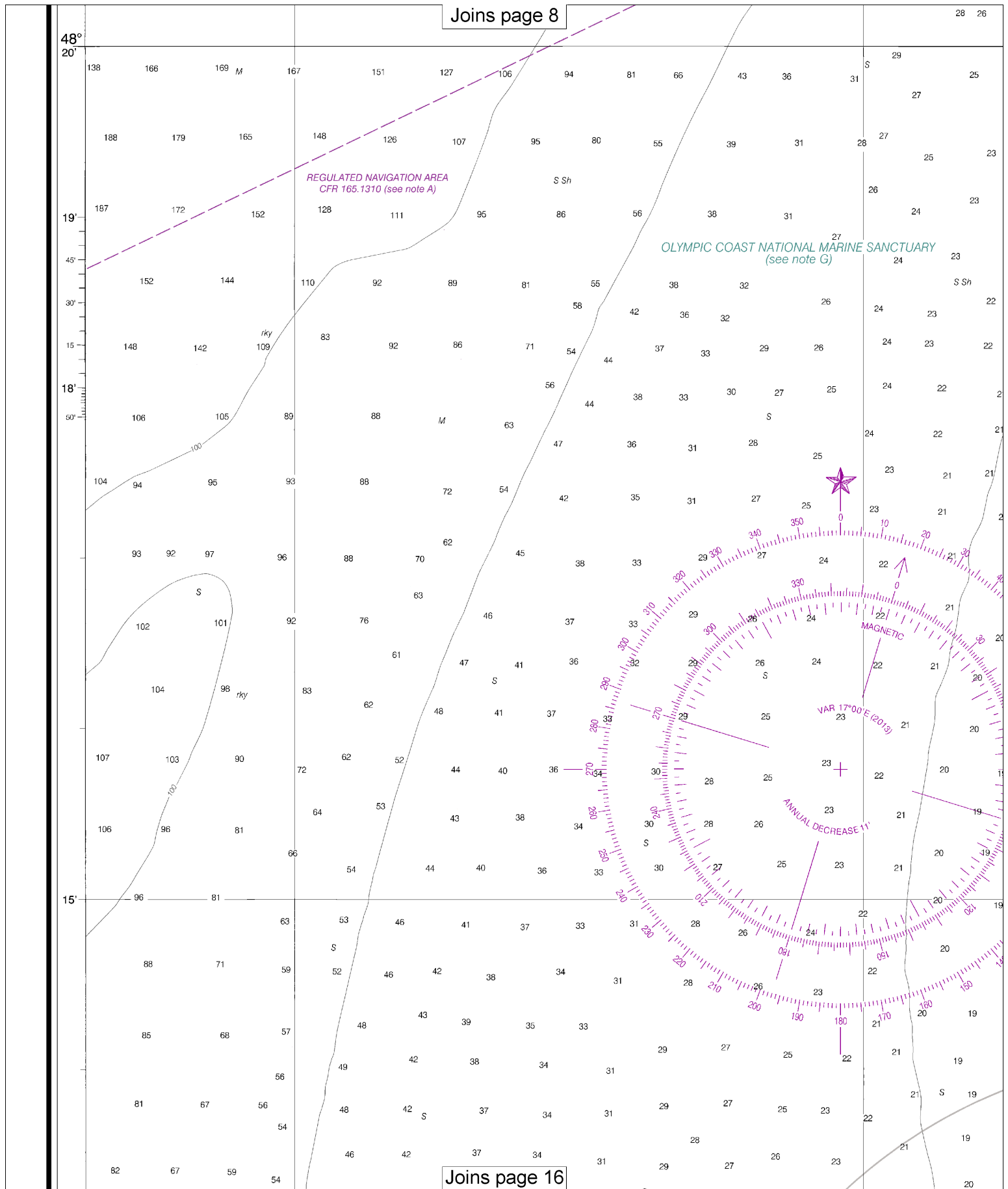
NOTE D

Prohibited Area
(Area to be avoided)

Under the Olympic National Marine Sanctuary Act, P.L. 96-173, this area is prohibited for vessel's, in-landed by

48°
20'

19°
45'



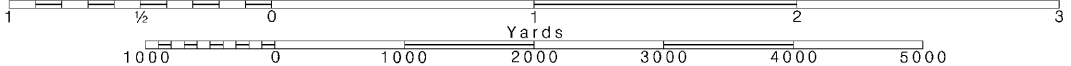
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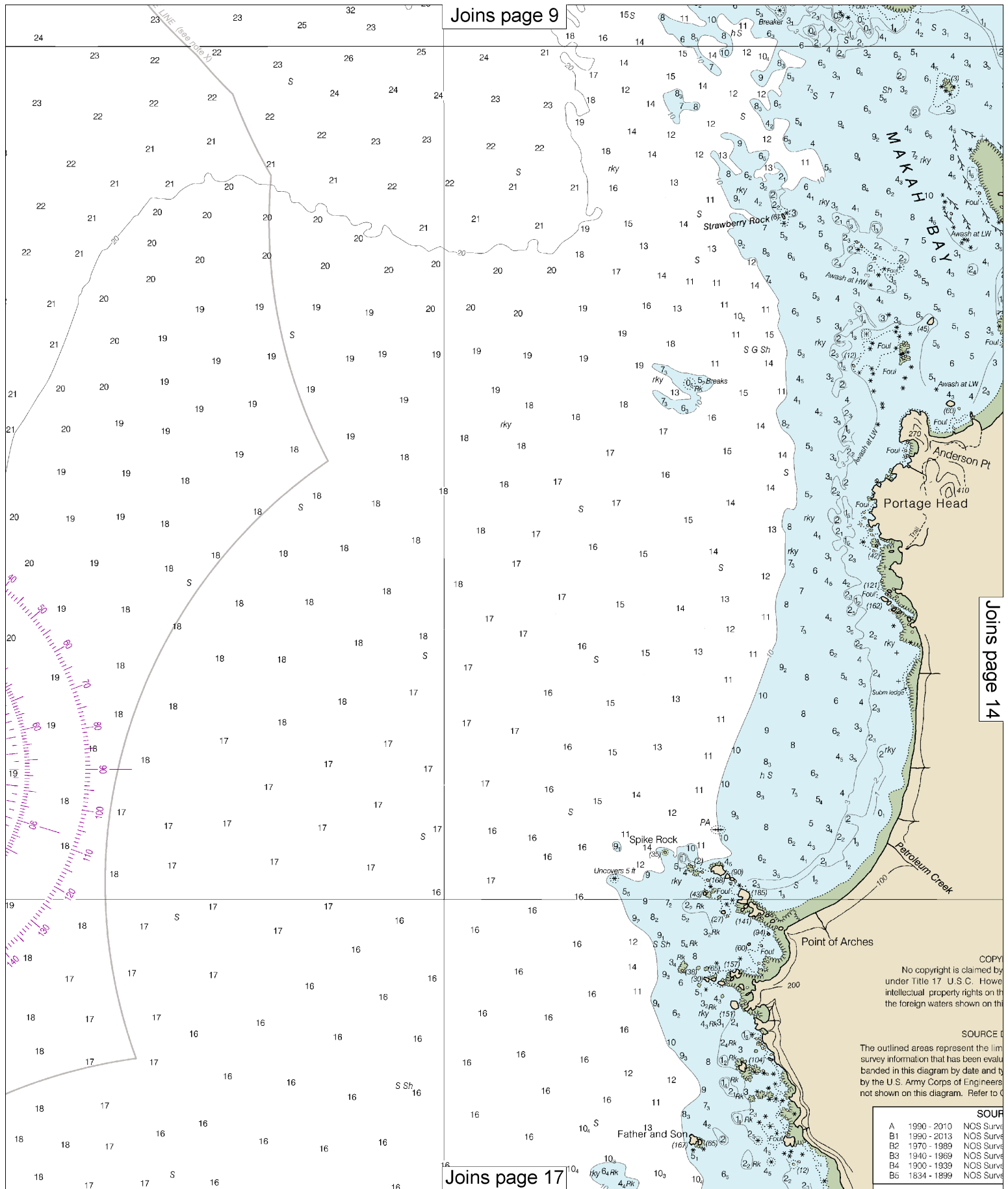
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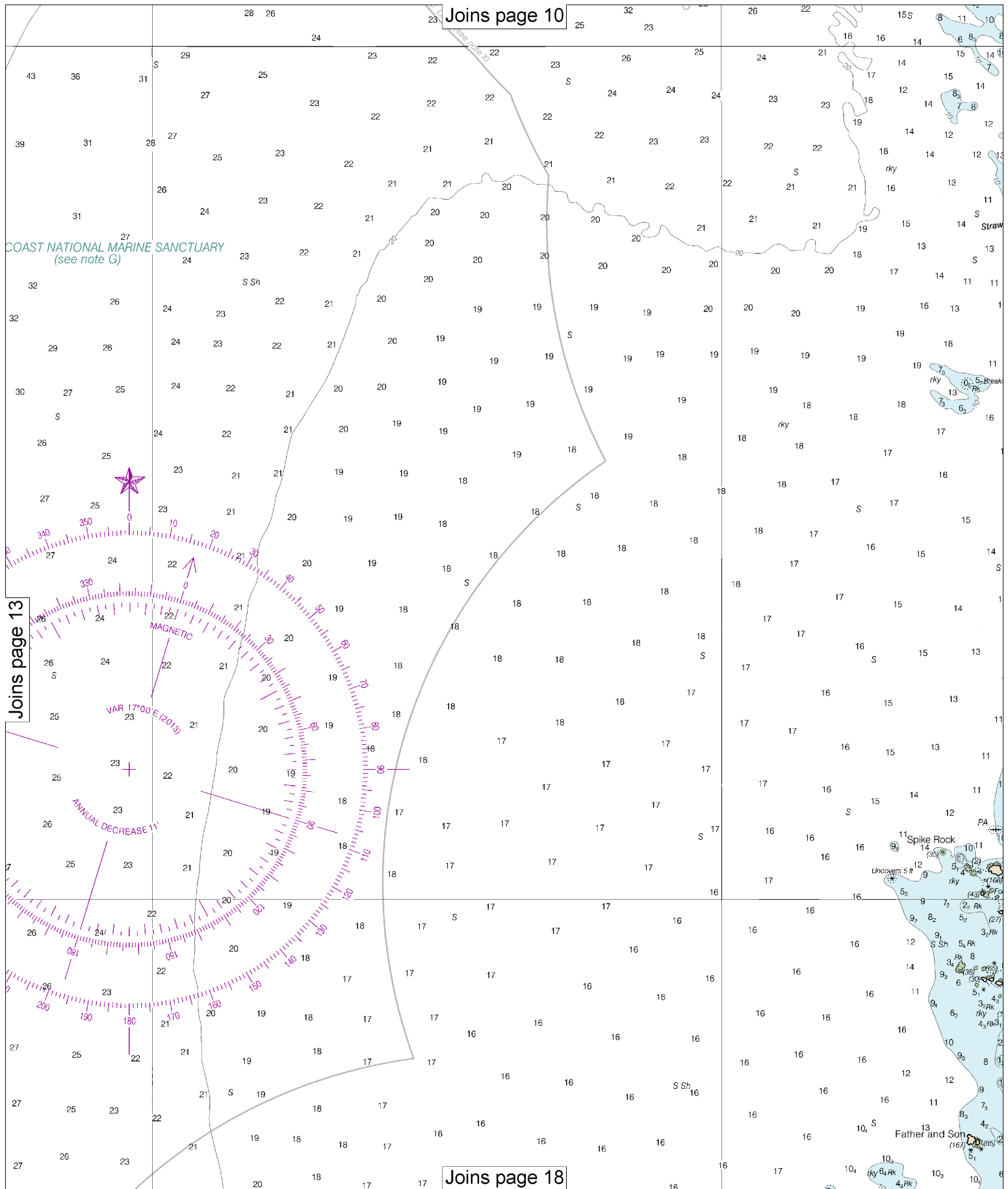
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SCALE 1:40,000
Nautical Miles

See Note on page 5.







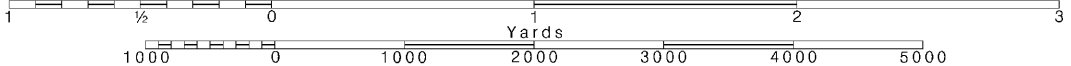
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



CONTINUED ON CHART 18460

48° 10'

55'

CONTINUED ON CHART 18460

124° 50'

AREA TO BE AVOIDED
(see note H)

THREE NAUTICAL MILE LINE (see note X)

17th Ed., Jan. 2013
18485

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN
(FATHOMS AND FEET TO 1)

Last Correction: 2/25/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0516 (5/27/2016)

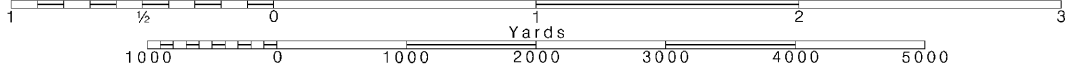
16

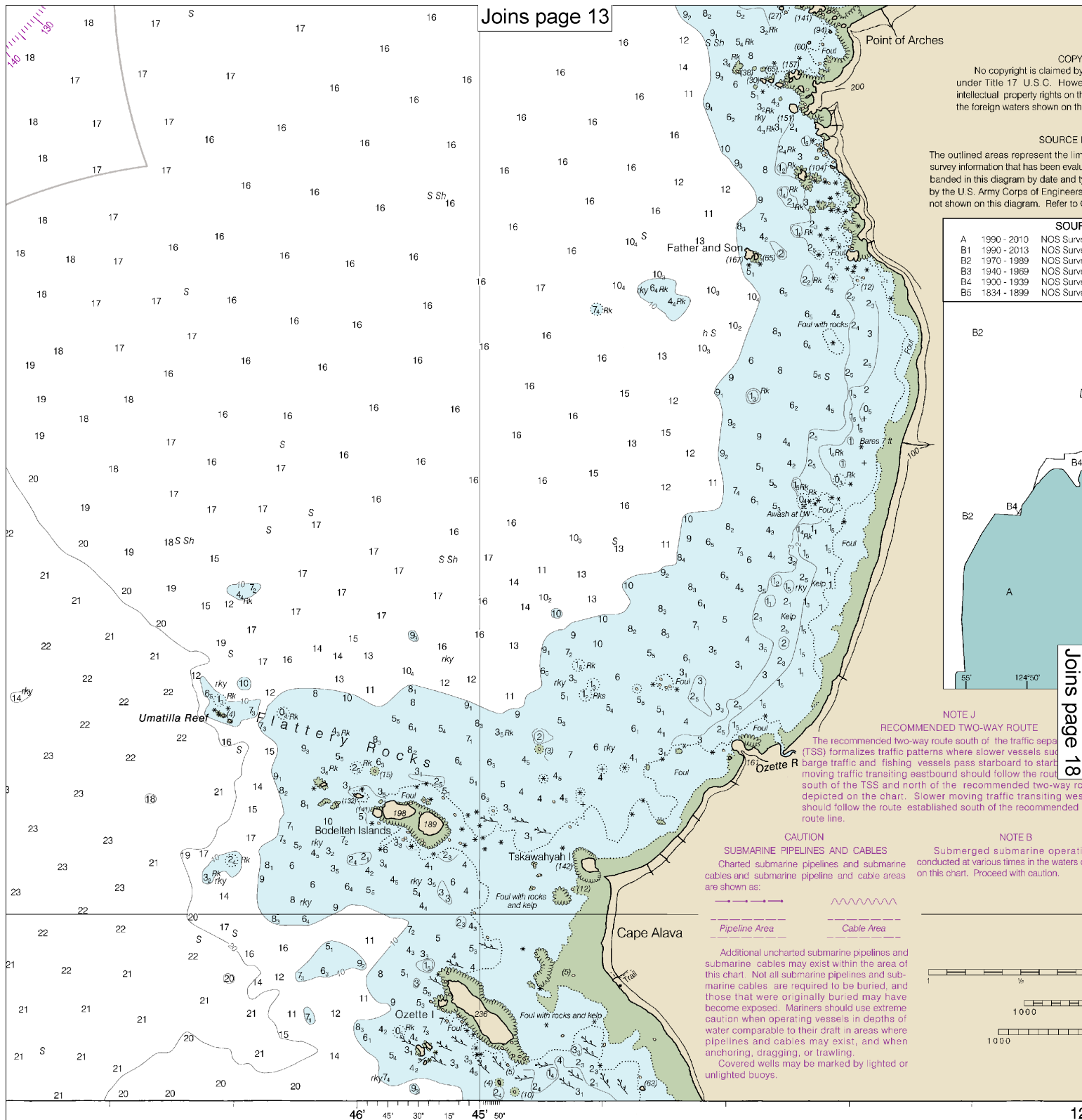
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



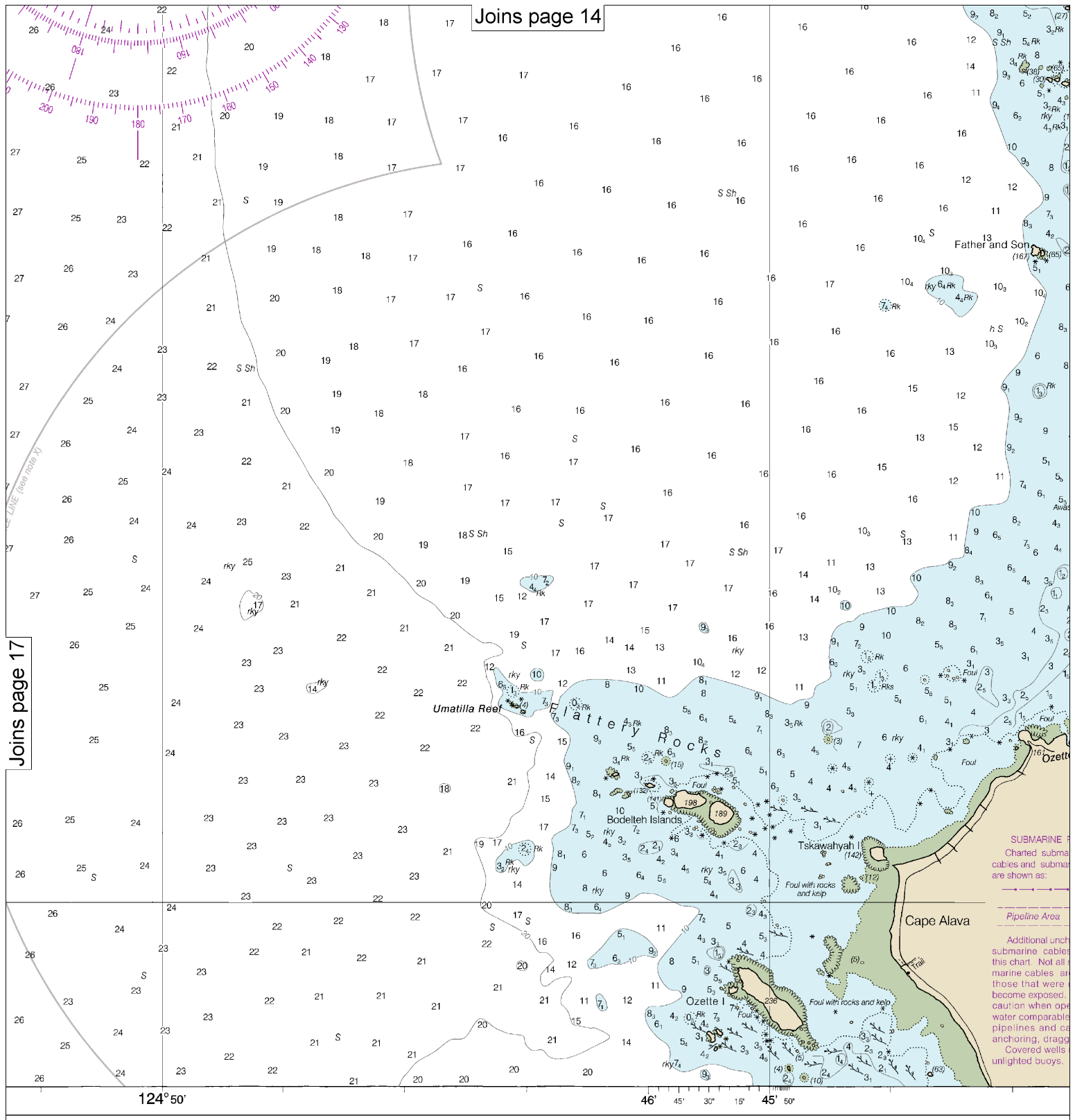


FATHOMS

11 FATHOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	108	114	120
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

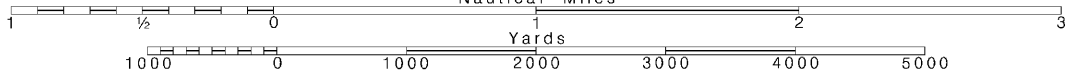


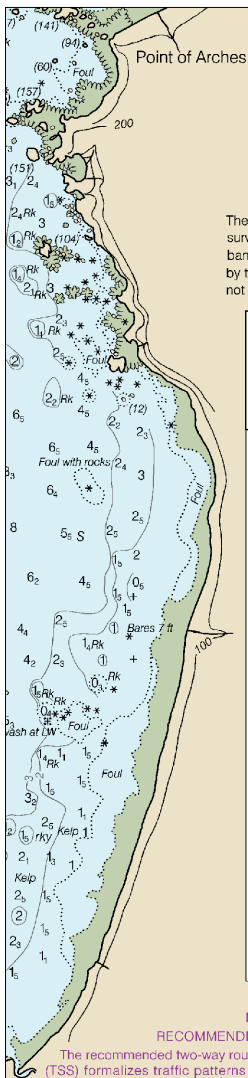
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

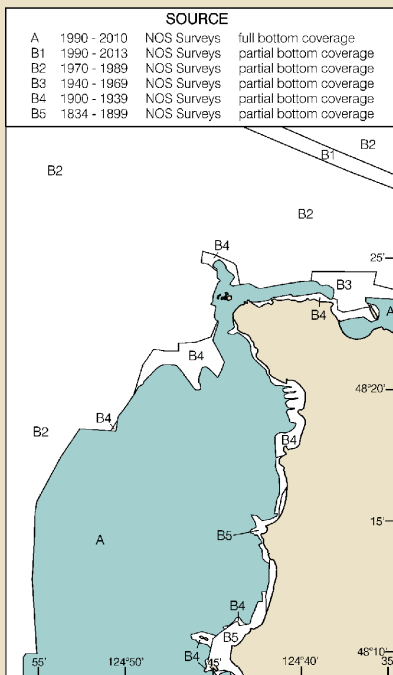
See Note on page 5.





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SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



NOTE J
RECOMMENDED TWO-WAY ROUTE
The recommended two-way route south of the traffic separation scheme (TSS) formalizes traffic patterns where slower vessels such as tug and barge traffic and fishing vessels pass starboard to starboard. Slower moving traffic transiting eastbound should follow the route established south of the TSS and north of the recommended two-way route line depicted on the chart. Slower moving traffic transiting westbound should follow the route established south of the recommended two-way route line.

CAUTION
PIPELINES AND CABLES
Marine pipelines and submarine marine pipeline and cable areas

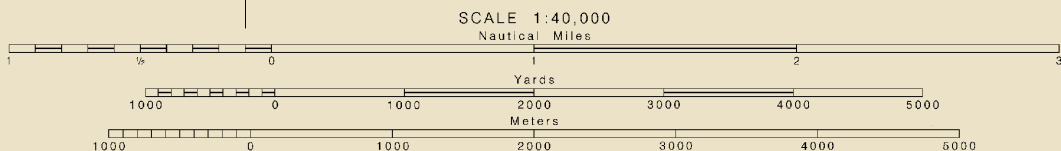
NOTE B
Submerged submarine operations are conducted at various times in the waters contained on this chart. Proceed with caution.

Charted submarine pipelines and cables may exist within the area of all submarine pipelines and cables are required to be buried, and are originally buried may have been. Mariners should use extreme care in depths of 100 fathoms or less to their draft in areas where cables may exist, and when fishing, or trawling, or dredging. Cables may be marked by lighted or

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.



124° 40'

9734 X 6289 mm 35'

TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Cape Flattery, Tatoosh Island	(48°24'N/124°44'W)	feet 8.0	feet 7.2	feet 1.5
Neah Bay	(48°22'N/124°37'W)	8.0	7.1	1.6

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Nov 2012)

Additional information can be obtained at nauticalcharts.noaa.gov.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IO interrupted quick	N nun	Rot rotating
B black	iso isophase	CBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
F flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:			
Blds boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	n hard	Rk rock
Cy clay	Grs grass	M mud	S sand
			so soft
			Sh shells
			sy sticky

Miscellaneous:			
AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and National Geospatial-Intelligence Agency.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.759" southward and 4.856" westward to agree with this chart.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

48° 10'

Cape Flattery
SOUNDINGS IN FATHOMS - SCALE 1:40,000

18485

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.